

Intimation.

Powell's
Furnishing

Department

FIRST FLOOR
Alexandra
Buildings.

CURTAINS

MADRAS MUSLIN

White and Ecru
Frilled 2 Sides
52 in. 60 in. and 70 in.
wide
in various patterns.

FLOUNCED MADRAS
BRIDE BLINDS.

White and Ecru
24 in. and 36 in. long.

HARNESS MUSLIN

in
White and Ecru
Frilled 2 Sides
in
Spot and Fancy Designs.

HARNESS MUSLIN

in
White and Ecru
unfrilled, 48 in. wide
various sizes of Spot and
Fancy Patterns.

PLAIN BOOK

Muslin Curtains Frilled
all round
3 1/2 yards long
in White and Ecru
\$4.50 per pair.

LACE CURTAINS

in great variety in
White, Ivory and Ecru.

POWELL'S
Alexandra
Buildings

* Hongkong, 30th May, 1910.

H.M. QUEEN MARY.
A CHARACTER SKETCH.

London, May 7th.—The mother of Princess Mary of Teck, who, by the sad event which we announce to-day, says the *Daily Mail*, is called to the throne as Queen of England, used to say, "I would rather be known as an English Princess than by any other title in the world." The serene patriotism that distinguished the late Duchess of Teck and made her a mission-ary of everything British is the inheritance of her daughter—the first English Princess who for centuries has shared the throne of Great Britain and Ireland.

To the Duchess of Teck, affectionately named by the people "Our Mary," the Queen owed many of her amiable qualities and accomplishments, and, above all, her love of home and family, her studious disposition and her charity and sympathy. "Of the Queen, as of the King, it may be said that her natural bias is not in the direction of ceremonial and public life. Her greatest joy is to be at home with her children and her friends and her books. Yet, despite this pre-eminently English characteristic, her Majesty, like her royal Consort, must be numbered among the great travellers. Few women, and certainly no occupant of a throne, have seen so much of the world, for she has visited Australia, New Zealand, South Africa, Canada, and India, and has studied the conditions of life in almost every part of the Empire. A keen and natural desire to learn has made her a great reader of serious books, and the volumes to be seen on her desk might satisfy the student or the statesman. To domestic and studious habits is added a womanly sympathy, that finds expression in works of benevolence among the sick and the needy as well as a stern sense of duty that neglects no call made upon a member of the Royal Family.

Princess Victoria Mary was the only daughter of the Duke and Duchess of Teck, and was born at Kensington Palace on May 26th 1867. As Princess Mary of Cambridge her mother was the idol of the people, who applauded when she refused the crown of an Empress of France and made a love-match with the handsome son of Duke Alexander of Württemberg. Princess Mary was the first child of this marriage, and was reared among the scenes and in the best traditions of our country. She was christened, like her god-mother, Queen Victoria, in Kensington Palace, and received the name of Victoria Mary Augusta Louise Pauline Clementine Agnes; though she was known in the family circle and later to the people as Princess Mary. The mother's description of the Princess who was destined to become a Queen is given in her "Memoirs," and will be read with interest at this moment.

"She really is as sweet and engaging a child as you can wish to see. Full of life and fun, and playful as a kitten; with the deepest blue eyes imaginable, quantities of fair hair, a tiny rosebud of a mouth, a lovely complexion (pink and white), and a most perfect figure. In a word, a model of a baby!"

EARLY DAYS.
Life in the old palace at Kensington passed joyfully under the care of devoted parents and with the comradeship of three brothers, in whose sports Princess Mary had a share. Her natural talents were carefully stimulated and directed, and quickly made it apparent that the young Princess was clever and possessed of intellectual tastes. Music was one of her accomplishments, and her voice was developed under the training of Signor Tosti, a protégé of her grand mother, the Duchess of Cambridge. While very young she spent two years abroad with her parents, travelling in Italy and other parts of the Continent, and, residing in Florence. In the Spring of 1885 the Duke and Duchess of Teck returned to England, bringing with them a charming and accomplished girl of tall and graceful figure, who instantly won her way to the heart of the people.

At White Lodge, delightfully secluded in Richmond Park, Princess Mary spent some years, the favourite companion of her father, the comrade of her devoted brothers, and her mother's right hand in those works of charity and practical benevolence so long associated with the name of the Duchess of Teck. Though the mother may have had great ambition for her only daughter she allowed nothing to interfere with the rigorous discipline and training of the early Victorian period. A little anecdote of those days illustrates both the nature of that discipline and the character of the Princess. With her cousins, Princesses Louise, Victoria, and Maud of Wales, Princess Mary was assisting at a bazaar at Kew Gardens, when a visitor, making purchases at the Duchess's stall, asked Princess Mary to sign a fan she had just bought. "I will sign it with pleasure," was the reply, "are you not mistaking me for one of my cousins of Wales? I am only Mary of Teck."

BETROTHAL AND TRAGEDY.
The Princess grew up into a charming and unaffected woman, popular with her friends, and adored by her relatives and a host of dependents from whom she never withheld either time or personal service. But fate had in store a great sorrow. The announcement of her engagement to the Duke of Clarence, eldest son of the late King, was received with intense satisfaction by the nation. The sudden death of the Prince a few months later seemed to destroy that hope of the people for a queen born and bred on English soil and reared in English traditions. But one May morning, while crossing the park to Sheen Lodge on a visit to the Duchess of Fife, Princess Mary was joined by the Duke of York, and on the following day Queen Victoria made known to her subjects the betrothal of "her beloved grandson," the Duke of York, to Princess Victoria Mary of Teck.

The marriage was solemnised amid national rejoicing in the Chapel Royal of St. James on July 6th, 1893. Whether in the country, at York House, Sandringham, or in town, at York House, St. James's, the Princess gave

proof of the value of that training which she had received under the vigilant eye of her mother. Her practical knowledge of the management of a great household, became quickly apparent and York House, Sandringham became an ideal country home. Princess Mary, having no taste for sport, or athletic, took her pleasures in country walks or in the flower garden with a book, or in a dog-cart driven by the Duke. Children came to strengthen the household, and with them new duties and responsibilities. To the education and training of her children the Princess devoted her great abilities, though her time and energies were always at the command of charity and benevolence. An labora capacity for business enabled her to accomplish many things, for, as has been well said, her Royal Highness is quite the modern woman in that respect and is little given to sentiment and meaningless talk.

SYMPATHETIC NATURE.
A certain shyness and reserve of manner have given many observers the impression that her Royal Highness is cold and unsympathetic. Nothing could be more erroneous. No woman has stronger sympathies or sympathies more spontaneous in action. Thousands of poor, and thousands of sick people could bear testimony to the truth, while all who have the privilege of being admitted to her friendship or acquaintance acknowledge not only the strength of her intelligence, but the charm of her sympathetic personality. Her loyalty to friends is traditional, and like other members of the Royal Family she never forgets the face or the name of a friend. The experience acquired in journeys all over the Empire will serve her Majesty in good stead, and will strengthen her hold on the affections of her people, for in almost every corner of the Empire she has seen them face to face and has entered into their thoughts and into their lives.

Intimation.

NOTICE.

NOTICE is hereby given that the Firm of PERCY SMITH and SETH for some time carrying on business as Public Accountants at 5, Queen's Road Central, Victoria, in the Colony of Hongkong, and elsewhere, is this day dissolved by mutual consent.

Mr. H. PERCY SMITH will continue to carry on business at the above named premises and Mr. J. L. SETH at No. 4, Ice House Street.

Dated 31st May, 1910.
H. PERCY SMITH,
J. HENNESSEY SETH,
Witness:—
C. E. H. BEAVIS,
Solicitor, Hongkong.
Hongkong, 2nd June, 1910. 1416

Consignees.

S. "ARMAND-BEHIC"
COMPAGNIE DES MESSAGERIES
MARITIMES.
NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Adonis*, Dunkerque ex s.s. *Villa de Comandante*, Havre ex s.s. *Medea*, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon, on the 6th June, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained undelivered after the 13th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 4th June, or they will not be recognized.
All damaged packages will be examined on 13th June, at 3 P.M.
No Fire Insurance has been effected.
P. THOMAS,
Agent.
Hongkong, 4th June, 1910. 1421

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOKSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo, impeding the discharge or remaining on board after 4 P.M., the 8th inst., will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 7th June, 1910. 1428

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"TACOMA MARU,"

FROM TACOMA, JAPAN & MANILA.

The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of Cargo from alongside.
Cargo, impeding the discharge of the Vessel will be landed at once at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 7th June, 1910. 1428

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"TACOMA MARU,"

FROM TACOMA, JAPAN & MANILA.

The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of Cargo from alongside.
Cargo, impeding the discharge of the Vessel will be landed at once at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.
OSAKA SHOSHEN KAISHA,
Agents.
Hongkong, 7th June, 1910. 1428

Consignees

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th of June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th of June, at 9.30 A.M.

All claims must reach us before the 11th of June, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

General Agents.

FROM EUROPE.

THE H. A. L. Steamship

"WESTHALIA,"

Captain Buch, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before 10 P.M. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo—
ex s.s. *Norge*, from Gothenburg
ex s.s. *Helm*, from Halmstad.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 6th June, 1910. 1423

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRADRO,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where a consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 8th inst., at 6 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown where they will be examined at 9.30 A.M. on the 8th inst. No claims will be admitted after goods have left the Godown, nor will they be recognized if presented after 4 days of vessel's arrival here.

Optional Goods will be landed here unless instructions are given to the contrary before arrival.

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 2nd June, 1910. 1419

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th of June, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th of June, at 9.30 A.M.

All Claims must reach us before the 11th of June, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THIS STEAMER BRINGS CARGO

Ex S.S. *Barbaros* from Venice.

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

General Agents.

Hongkong, 2nd June, 1910. 1417

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIO,"

FROM TACOMA, VICTORIA, YOKO,

HAMA, KOREA AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED.

Agents.

Hongkong, 2nd June, 1910. 1411

HONGKONG AVERAGE MARKET

PRICES.

Corrected, 2nd June, 1910, 100 lbs. per 3 Mts.

BUTCHER MEAT.

Cattle.

Beef sirloin & prime cut—Mei Lung Pa 30

" Corned—Ham Ngau Yuk 22

" Roast—Shin 22

" Breast—Ngau Lam 15

" Soup, Tong Yuk 20

" Steak—Ngau Yuk Pa 22

" Sirloin—Ngau Lam 30

" Sausages—Ngau Yuk Cheung 25

Bullock's Brains—Know 9

" Tongue fresh—Ngau Li 50

" Corned—Ham Ngau Li 60

" Head—Ngau Tad 55

" Heart—Ngau Sum 12

" Hump, Salt—Ngau Kin 8

" Feet—Ngau Keok 8

" Kidneys—Ngau Yiu 9

" Tail—Ngau Mei 18

" Liver—Ngau Con 12

" Tripe (undressed)—Ngau To 6

Galves' Head and Feet—Ngau-chal-

tan-koek 51.00

Mutton Chop—Yeung Pak Kwat 22

" Leg—Yeung Pak 22

" Shoulder—Yeung Shat 22

Pigs' Chittlings—Chi cheong 22

" Brains—Chi Keok 24

" Feet—Chi Keok 24

" Fry—Chi Chak 22

" Head—Chi Sun 22

" Heart—Chi Sun 22

" Kidneys—Chi Yiu 22

" Liver—Chi Kon 22

Pork Chop—Chi Pak Kwat 22

" Corned—Ham Chin Yuk 22

" Leg—Chi Pak 22

" Fat or Lard—Chi Yau 22

Sheep's Head and Feet—Yeung Tau 22

" Keok 22

" Heart—Yeung Sum 22

" Kidneys—Yeung Yiu 22

" Liver—Yeung Con 22

Sucking Pigs, To Order—Chi Chai 22

Suet Beef—Sung Ngau Yau 22

" Mutton—Sung Yeung Yau 22

Veal—Ngau Chai Yuk 22

" Sausages—Ngau Chai Yuk Tong 22

POULTRY.

Chicken—Kai Chai 22

Capon, Large, Small—Sia Kai 22

Ducks—Ap 22

Doves—Fan Kan 22

Eggs, Hen—Kai Tan 22

Fowls, Canton—Kai 22

" Hainan—Hoi Nam Kai 22

Geese—Ngo 22

Geese, Wild Shanghai—Shung Hoi Ye

Ngo 22

Musk Deer—Wong Keng 22

Hare—Tu Chai 22

Partridge—Chi Khoo 22

Phasian—Shan Kai 22

Pigeons, Canton—Pak Kap 22

" Hoihow—Hoihow Pak Kap 22

Quail—Um Chai 22

Rice Birds—Wo Fa Cheuk 22

Ships—Sa Chai 22

Turkeys, Cock—Fo Kai Kung 22

" Hen—Na 22

Wild Ducks, Shanghai, Sulap 22

Teal, Shanghai, Sulap Chai 22

Wild Ducks Canton—Sung Shing Sul

Ap 22

FISH.

Barbel—Ka Yu 22

Bream—Bin Yu 22

Canton Fresh Water Fish—Hoi Sin Yu 22

Clay—Li Yu 22

Crabs—Chik Yu 22

Godfish—Mun Yu 22

Grabs—Hoi 22

Ontifish—Mak Yu 22

Dab—Sa Mang Yu 22

Dace—Wong Mei Lun 22

Advertisement.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

In PINTS and SPLITS.

A. S. WATSON & CO.,

LIMITED.

THE HONGKONG DISPENSARY.
Hongkong, 3rd June, 1910.

NOTICE

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road,
and should be accompanied by the Writer's Name and
Address.Ordinary business communications should be addressed
to The Manager.The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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The postage on the weekly issue to any part of the

Island is 50 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-

five cents (for each only).

BIRTHS.

On May 13, 1910, at "Treleath," Peaslake

(near Guildford), Surrey, England, to Mr. and

Mrs. John A. W. Lounsbury (late of Weibull), a

daughter.

On April 21, 1910, at Haddington, Basing-

stoke, England, the wife of E. A. Abildje

(formerly ass. and medical officer, I. M.

Customs), of a son.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 8, 1910.

THE TRADE OF HONGKONG.

"Two and two must make four," said somebody, we think it was a Judge in a Scottish Court, who added, "what else are we here for?" "No, they don't," his colleague retorted. "Two pounds of cheese and a pair of girl's shoes don't make four." Or words to that effect were said. It is quite true that two blacks and two whites do not make four, and things of different denominations cannot be added together. It is no contradiction of this to say that sometimes two asses and two men have been known to make four—it is merely a question of definition, not of statistics. It has been truly said that "figures cannot lie," for as we have pointed out before, statistics may be represented or misrepresented to mean anything. The optimist will pick out those items which most flatter his hopes, the pessimist will draw the gloomiest deductions from selections made for the purpose of making himself or other people miserable. There seems very little to encourage the pessimist, we think, in Commander Basil Taylor's report on the Trade of Hongkong for last year. This report depends on the shipping and here we find it clearly stated that the total of the shipping entered and cleared during 1909 amounted to 1,471,486 tons of 2,350,845

tons. This shows an increase in tonnage of 215,664 tons. Some may be found to regret that only 704 individual ocean vessels entered, instead of 745 as in 1908. This does not really matter, as the tonnage was greater, and the ships cleared much oftener. The collective tonnage was increased by 343,878 tons. Of course as time goes on the size of cargo carriers must increase. We cannot understand anybody being at all low in his mind about the shipping of Hongkong. It may be true that certain kinds of cargo no longer are trans-shipped here in the same vast quantities as formerly, and more goes direct to Chinese Ports without even coming into this harbour at all. The Chinese Ports will of course take more and more as time goes on, and so, say we, will Hongkong. We don't grasp the reason for imagining that in an "advancing East" as somebody has called China and her neighbours, and at a time of great development in every kind of commerce and industry, the fact that some other ports secure a portion of the trade that formerly came here must necessarily point to the degeneration of Hongkong or her diminishing prosperity. Some of Mr. Haldane's favourite "clear thinking" might help us a little here. It should surely occur to most rational observers that it must take many decades, before any Chinese port can have the remotest chance of equalling Hongkong in its hitherto unrivalled advantages as a centre of distribution. Apart from natural position and advantages, the enormous capital necessary to make any port present any sort of inducements to trade sufficient to divert it from its wonted way through here, is certain to be better invested than in such doubtful enterprises. As for whether Hongkong still occupies the proud position of third or has sunk to the depth of being only the fifth in point of tonnage entered and cleared of all the great harbours of the world, we recommend the inquiry as an instructive holiday task for the pupils of the schools; of this Colony during the coming summer vacation. It would be as useful or as useless and quite as irritating as any other holiday task, and while, giving the pupils (and probably many parents too) plenty of trouble and plenty to argue about, might have two good results—some might learn quite a lot of what is nowadays called "Commercial Geography," and all would get valuable experience of how much or how little of certain practical utility is to be deduced from statistics when attempting not merely to forecast the future but to read the present aright.

THE EDUCATIONAL ASSOCIATION.

One of the wisest men we ever knew used to advise young and ardent advocates of a great Cause "never to over-state a good case." This is a fault which frequently ruins all the success previously won by earnestness, laboriousness and even self-sacrifice. It has cast down the well-meaning, and given occasion to the adversary to blaspheme. We have received a copy of the "Educational Review," Vol. III., No. 4, and wish to preface our remarks on the impression it leaves on our mind by an immediate declaration that we are in sympathy with the publishers, namely, the Educational Association of China, regarding their general object and purpose, and that we heartily recommend all who are engaged in educational work in the East to join it as life members. It will cost them only \$20 Mex. and will keep them in touch with the great educational movement now in progress. Having said so much we regret to have to criticize and find fault with the official organ of that useful association. We do not quarrel with the almost excessively "missionary" tone of the magazine. This is only a natural consequence of so many of the foreigners engaged in educational work being missionaries first and educators afterwards. But we cannot help attempting to save the very Cause these men have at heart from being grievously injured, not by enemies, but by themselves. Let us try as softly as we may to convey our lesson without offence. Practically all medical men, and all serious observers of the growth of human beings from childhood to maturity are agreed that indulgence in tobacco during that period militates against the finest development of physical strength and endurance. Opinions as to which form of smoking is most deleterious are divided. Most of those people who really know very little about it condemn the cigarette as more injurious than the pipe or cigar. Experiments have proved this to be an error. The quantity of nicotine poison taken when smoking a cigarette is actually less than that taken into the system from a cigar or a pipe. The danger of cigarettes to youths lies rather in the number smoked and the manner of smoking. Far too many smokers inhale. This is of course injurious to the throat, lungs, heart, and the nervous system. We do not minimize the dangers of the abuse of tobacco, and in a mild way we recommend abstinence. In the case of growing youth we are strongly against the use of tobacco in any form whatever. But we see no reason why grown men should not enjoy their smoke, cigar, pipe or cigarette, in moderation, if they want to. If they abuse it,

they will suffer, not we. It is like eating chocolate creams or burnt almonds, merely a question of moderation: whether a harmless personal pleasure becomes a dangerous and culpable self-indulgence. With what regret therefore we hear such silly and poisonous utterances as that on page 12 of this "Educational Review." It says that "Cigarette smoking bids fair to take the place of opium as China's greatest curse." Such a statement is an immoral statement. "An enemy hath done this." Not that we mean to describe the writer of that shocking phrase as a conscious enemy to the Cause of Christianity, or of right reason. But he was inspired by that deadly enemy of all good Causes, the demon of exaggeration. This instance is particularly baleful, because to place cigarette-smoking in to perpetrate—we must use the only phrase for it—a perversion of truth. We must refrain from considering here the moral aspect of opium-smoking. It is sufficient for us to say that we agree that we or any of our readers would endure almost any personal suffering and risk in order to save one whom we loved from so dangerous a habit. But as for cigarette-smoking or eating too many marmos gluts, they may well be left to Nature's remedy. In the case of a growing boy of course we should not leave the cure to Nature, but would do it, if necessary, with a switch.

LOCAL AND GENERAL.

THE salvage steamer *Protector* arrived at Olongapo on the 3rd inst. from Hongkong.

MALARIA has been raging in Basiera Zululand, and there has been serious mortality among the natives.

THE laying of the new Channel telephone cable from Abbot's Cliff, near Dover, to Cape Frinton has commenced.

THE *Paris Journal* announces that by the end of June, three French warships will be provided with wireless telephones.

THE *Matin* announces that a wireless telegraph system will shortly be established connecting all parts of French West Africa with Algeria.

EX-PRESIDENT Roosevelt has received the honorary degree of LL.D. of Cambridge University. The students whom he addressed accorded the Ex-President of the United States a most enthusiastic reception.

ON the voyage down from Hongkong to Singapore three deaths occurred on board the s.s. *Kwong Sang* all being buried at sea. In each case the deceased was Chinese.

THE will of the late Mark Twain has been filed for probate in New York. The estate is valued at £3650, in addition to the returns from the copyright of his books.

AT a meeting of the Royal Academy, Mr. A. S. Cope and Mr. C. Napier Henry were elected Royal Academicians, and Mr. Adrian Stokes was elected an associate of the Royal Academy.

Six thousand and fourteen cases were treated by the ambulances in the streets, and twenty were removed to hospital, during the funeral procession of the late King through London streets.

COMMANDER J. B. Godfrey, from R.M.S. *Zeal* Shanghai, and Lieut. Commander Harold Atley, R.M.S. *Taihu*, Hongkong (discharged from Gibraltar Hospital), have arrived at Plymouth by the P. and O. liner *Adenpolis*.

A WREATH, consisting of lilies of the valley and white orchids, was sent to Windsor with the following inscription:—"In respectful and ever loyal memory of our King and Colonel. From all ranks of the Ceylon Volunteer Force."

MR. V. D. Parsons has taken over the management of Ayer Kuning Estate. He is a son-in-law of Mr. C. W. Barnett, one of the directors of the Company. He should prove a great acquisition to the Perak Cricket team.—*Times of Malaya*.

A VERY distressing accident occurred at the Troch Mines on Thursday week last. Through an accidental slip a Chinaman got entangled in the heavy crushing machinery and in less than ten minutes his body was so mutilated as to be absolutely unrecognisable.

COLONEL Fulton, D.S.O., Aide-de-Camp to the King, who is so well known in Far Eastern circles as former commanding officer of the 2nd Battalion Queen's Own West Kent Regiment, has just been gazetted as Assistant Adjutant General at headquarters.

REAR-ADMIRAL H. F. Williams, who has been appointed successor to Rear-Admiral Sir Douglas Gamble as Commander-in-Chief of the Turkish Fleet, was appointed Commodore in charge at Hongkong in 1905. During his active career he has been Naval Attaché in Russia, Turkey, Norway and Sweden.

DURING the last fiscal year 1,514 Chinese entered Canada, paying \$500 each, which, with the return of the registration fees, made a total revenue of \$807,010 showing an increase of nearly \$100,000 on the previous year. Some 438 Chinese merchants and their wives and children entered untaxed.

AN extraordinary case of extreme longevity is reported from County Clara, where the death has occurred in Corbally Union Hospital of a labourer named Paddy Blake, who was born at Ballygreen on St. Patrick's Day 119 years ago. His grandfather was Peter Blake, who fought at the battle of Marston in 1066, and who is said to have attained the great age of 100 years.

CORRESPONDENCE.

(We do not accept responsibility for the opinions expressed by Correspondents in this column.)

PIRACY PERILS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR.—The tragedy which occurred at Canton on Saturday last, when a young European Customs officer was fatally shot by a Chinese desperado on board the s.s. *Kwong Sang*, brings once more to the forefront the important fact that the Canton river steamers are woefully accessible to organised piratical attacks. In the case referred to it seems to have been established beyond doubt that the miscreant who took the young officer's life was a rabid and reputed bad character; it is stated indeed that he was a notorious pirate whom the Chinese authorities were very anxious to get into their clutches for expiation of his past misdeeds. That he was a desperate man is confirmed by the deliberate manner in which he carried out his bloody work.

But to return to the subject of the case with which piratical gangs may "hold up" a river steamer, here was a case of a Chinese desperado (travelling as a first-class passenger, armed to the teeth, and as events proved, capable of any bloodthirsty deed, from the taking of another's life to his own ultimate self-destruction). From all accounts, the murderer was not accomplice on board by confederates; but the fact of him being there at all, fully armed, and with free access to any part of the ship, is sufficient to cause one to think seriously of what might have happened had he in reality been the leader of a gang of robbers whose presence on board was part of a plan for pirating the ship.

This view of the matter may be regarded in some quarters as a huge stretch of the imagination; yet we have only to cast a few years back to find instances of local ships being pirated and human life sacrificed. The *Salmagundi* piracy must yet be fresh in the public memory. That outrage occurred on the West River in 1905. Rev. Dr. MacDonald, a passenger, was killed and several of the crew were injured. Another West River steamer was attacked by pirates a few years previous, on which occasion one of the passengers was Rev. E. J. Hardy, Chaplain to the Forces; this attack, however, was conducted from the bank and was not pushed to an extremity by the pirates. In 1890 there occurred the horrible *Nampan* piracy, an affair in which Captain Peacock and three others were murdered and the ship looted of over \$50,000 worth of property.

In the case of the smaller class of river steamers, the danger of piracy is not to be lightly dismissed as a figment of imagination, and even the largest vessels plying to Canton, for all their greater complement of European officers and engineers, are not free from such risk. On the steamers of lesser tonnage there are generally only three Europeans—the Captain, Chief Officer and Chief Engineer. Chinese pirates seem always to make it a rule to direct their attack first of all upon the officers and passengers when taking food in the saloon. When these have been disposed of, the timorous Chinese passengers flee below from the brandished cutlasses and threatening revolvers, leaving the robbers with only the officer on watch to be overcome before the deck of the ship is under their control.

This, unfortunately, is only too easy of accomplishment, for if no shots have been fired the deck officer may remain ignorant of the pandemonium let loose below until he suddenly finds himself overborne by an irresistible rush of the pirates along the alley-way leading to the saloon. Once he has been put beyond the power of resistance the marauders have the command of the ship's stand of arms and have nothing left to fear.

Surely there is something wanting in a system of ship's discipline which permits such a thing to be done with impunity. Nothing can be easier than to overpower an unsuspecting company of people seated at a dining table by a sudden armed onset. Where there appears to be something lacking is in the inability of those who have been cornered in the saloon or in the engine-room to give a signal to their fellow-officers warning them of danger. Were the officer on the bridge to get such preconcerted signal from below he would at once be put upon the alert and it would be indeed a desperate crowd who would endeavour to rush along a narrow alley-way in face of even one single determined European armed with a magazine rifle.

I have heard skippers of many years' experience on the river speak of the desirability of some such system of danger signal being inaugurated on the Canton steamers. It is admitted that a loud sounding gong would defeat its own end by warning the pirates. The more feasible plan has been suggested of having a lamp showing a bright red electric light in a screened position visible to the officer on the bridge. This light would be connected with various parts of the ship and would be operated by the pressure of ordinary bell-pushes or buttons so placed as to be workable either by hand or foot, their location to be known only by the officers and engineers. This is the practical suggestion of a master who has had long service on the river boats and it appears to me to be worthy of consideration by the steamboat owners.—Yours, etc.,

FREQUENT PASSENGER.

BRITISH INCOME TAX AND NON-RESIDENTS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR.—The withdrawal (by the passing of the British Budget for 1909-10) of the right to claim repayment of British Income Tax so long enjoyed by Colonial, Indian and Foreign Residents, makes a very serious difference to them. Permit me to inform them through the medium of your columns, while there is yet time, that claims can still be made for the two years ended April 30, 1909; by persons who, their British or Foreign subjects, residing in the United Kingdom if the income from the United Kingdom had not exceeded £700; all other income from all sources not exceeding £200 per annum.

Claims can be made in respect of Bank Interest, and Life Assurance Premiums paid to Companies lawfully carrying on business in the United Kingdom.

Claims can also be made by certain persons for the years named in respect of Interest or Dividends payable in the United Kingdom on Securities of Foreign States or British Possessions, irrespective of the total income.

Claims of the latter class for the year ended April 30, 1910, must be made before October 31, 1910.

Persons who are or have been employed in the service of the Crown, Missionary Societies, Native States under the protection of the British Crown, persons resident in the Isle of Man, the Channel Islands, and those residing abroad for their health can claim exemption or abatement if their income from all sources does not exceed £165, or £700 respectively. These claims can be made within three years of April 30, 1910.—Yours faithfully,

E. MONTAGUE,

Secretary, the Income-Tax Adjustment Agency Limited.

9, 10 and 11, Foultry, Chancery Lane, London, May 12th, 1910.

THE CANTON TRAGEDY.

DEATH OF MR. J. MARTIN.

[From an Occasional Correspondent.]

Shameen, 7th June.

The unfortunate employee of the Customs, who was fatally wounded on Saturday last on board the *Kwong Sang*, died at the Canton Medical Hospital this morning at 3 o'clock. Deceased was not quite 21 years of age. Rev. Father Boudin, of the Shameen French Chapel, attended him from 10 o'clock last night and was with the gallant young fellow throughout his last hours. After receiving all the sacraments of the Church, Martin quietly passed away. The body will be brought to Shameen this afternoon for a shift service at the French Chapel and then placed on board a Customs' launch to be taken to the Macao, Port Cemetery. All the flags of the River steamers in port are half-masted.

I enclose a copy of an "Express" that was circulated here this morning. The deceased's father is in Haiphong, and was communicated with by wire on Saturday immediately after the sad occurrence. He is unable to come to Canton. Martin's mother is in Paris. The deceased was on the eve of leaving for Haiphong to sail for one year in the Army according to the French custom. The "Express" is in the following terms:—

Le Consul de France et l'Administration des Douanes Impériales Chinoises ont le regret de vous faire connaître le décès de Monsieur Jean Martin survenu ce matin à 3 heures.

Les obsèques auront lieu ce soir, un service funèbre sera célébré à l'Eglise de la concession française à 5 heures et des steam launches seront ensuite mises à la disposition des personnes désirant accompagner le corps au cimetière.

MONEY LOAN ASSOCIATION CASE.

ACTION TRIED ON ITS MERITS.

Before Mr. Justice Haveland, Acting Palace Judge, in the Summary Court this morning, there was a continuation of the case in which Chow Cham sued a young woman named Yuet Sum to recover the sum of \$105, for 21 instalments due in respect of a \$5 Money Loan Association, of which plaintiff is a promoter and defendant a member. It will be remembered that at the original hearing of the action, the defence raised a point of law that the plaintiff company was composed of more than 20 members and therefore could not recover. Judgment on the point of law was entered in favour of the plaintiff and it was then decided to try the case on its merits, hence the present proceedings. Mr. E. Davidson, of Messrs. Hastings and Hastings, appeared for the plaintiff and Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Dyson, was for the defendant.

Mr. Stevenson stated that the defence sought to establish a total denial on the part of the defendant that she was present on the 16th of March in the plaintiff's shop, or that she had received any money from the plaintiff. She had nothing to do with the plaintiff and had only joined the Association because she was persuaded to do so by a woman who lived in a brothel at Shek-long-ten and who had since absconded on the 30th of March. Defendant did not know any of the members of the Association and had nothing to do with the plaintiff. She did not know the plaintiff and the statement that she had received money from the plaintiff was absolutely false. The only witnesses she could produce were those who were present at the meeting. She did not know any of the members and therefore it would be useless to call witnesses to give evidence. In fact, unless some particular thing happened on that particular date, it could not be proved what defendant was doing on the 16th of March. Defendant was not a woman of any money and she had only joined the Association for the purpose of saving money.

A CHINESE report says that the Anti-Opium Commissioners, the Ministry of the Interior and the Ministry of Finance have jointly memorialized the Throne, suggesting that, with regard to the rewards intended to be given to the provinces for their success attained in opium prohibition, such rewards should not be made at once, but those provinces deserving recompense should be recorded and only given rewards when depulses have been appointed to investigate conditions, and when no secret poppy plantation has been found to have taken place in three years. To the Shanghai and Kilia provinces rewards have been given. The investigations will be continued, and if plantation should be discovered this autumn, rewards will be given to the provinces.

FIGHT OF THE "NIPPON" NAU.

On the 2nd ult., at about 7 p.m., a fierce fight took place between Indians and Filipinos on board the T.K.K. steamer *Nippon Maru*, which arrived at Yokohama from Hongkong at 7 a.m. on the same day, reports the *Japan Herald*.

The steamer had on board 120 Indians and 103 Filipinos, who were to proceed to Hawaii as emigrants, and they were barked together in the stateroom. Since the steamer had left Hongkong there had been several unpleasant incidents between them. On Monday, at 7 p.m., the evening meal was served out, when a body of the Indians suddenly possessed themselves of a box containing rice belonging to the Filipinos. As a result a serious fight occurred, those participating totalling over 200 persons, who were all armed with clubs, shovels and other weapons. The noise attracted the attention of Captain Smith and the crew, who were quickly on the spot to suppress the outbreak. The Captain was compelled to fire a revolver loaded with blank cartridges before he could suppress the fight. Simultaneously the incident was reported to the Harbour Police, and a number of policemen soon arrived on board the steamer, and the disturbance consequently subsided. Several injured persons were found among both the parties.

The steamer left Yokohama for Honolulu on Wednesday afternoon.

UNITED SINGAPORES.

THE MANAGER'S TROUBLES.

Mr. A. D. Macbado, general manager of the United Singapore Rubber Estates, proceeded against three Chinese squatters before Mr. Wolfertan, senior magistrate, yesterday, on charges of using criminal force and mischief, says the *Singapore Free Press* of 3rd inst.

Mr. Mondell was for the Company, and Mr. Kowles for the defendants.

It was alleged that the three defendants were squatters on the Company's land at Bakit Nanas and had refused to quit although warned several times. When a party of coolies went to plant seedlings, seventy or eighty squatters surrounded them with yells of "pah," prevented the planting and pulled up the trees already planted. They threatened to strike the coolies but subsequently dispersed when a Sikh watchman fired his gun in the air.

His honour dismissed the case against two of the defendants without calling upon the defence.

Mr. Kowles submitted that the remaining defendant was a tenant, which tenancy had not been terminated by legal notice to quit; and that therefore the coolies were trespassing. He argued that he was entitled to use reasonable force in ejecting them, but that there was no evidence supporting this charge brought against him. Counsel further submitted that the plaintiff should bring a civil action.

Mr. Mondell argued that the defendant could be convicted of mischief.

His honour discharged this defendant also.

SHELL TRANSPORTS.

The *London Express* to head by the British India mail says: The Shell Transport and Trading Company have sold 10,000,000 gallons of petrol direct from the E. I. to the United States of America, at a price which returns the company 25 per cent. more than is obtainable for the best American petrol in the United Kingdom. From this it would appear that there may be a shortage of petrol in the United States, seeing that the enormous expansion of motor car consumption is estimated to exceed 1,000,000 tons per annum. The only alternative to this view is that there is a preference for Shell spirit. It is fortunate that concurrently with the announcement of this enormous demand for petrol we are able to state that the Shell Company, having obtained the sole right to work petroleum in Sarawak, have located a gigantic field, where boring will commence almost immediately. It will be interesting to see what is the quality of the oil in this field, which, of course, is in British territory. Should it be of the same quality as the oil found in East London, unlimited supplies of liquid fuel, in British territory, will be secured for the British Navy.

In consideration of their arduous duty on river service on the China Station, the Admiralty have approved of an extra week's leave being granted to the relieved half crews, including officers, of the armed shallow draught steamers *Widgren*, *Woodark*, and *Woodcock*, who are returning home from the Far East in the cruiser *Edgar*.

GAMBIA is attracting attention among the planting community in Deli. On the Gunung Malaya estate, this article is cultivated on a large scale, over 3,000 acres being planted. An up-to-date factory deals on the spot with the raw product. This gambier finds ready sale and fetches higher prices than those secured by Chinese growers in the Straits Settlements.

LANCE-CORP J. Watson, the last serving soldier of the old 84th Foot (now the 4th York and Lancaster Regiment), has been discharged to pension from the beginning of May. He has served 45 years and 319 days, and got the long service and good conduct medal 27 years ago. He has done duty in Malia, Jamaica, Nova Scotia, and Egypt, and wears the Egyptian medal with Tel-el-Kebir clasp and the Khedive's star.

MR. GAUDARD, the French aviator, and a narrow escape from an infuriated crowd, the Aerodrome of Chamartin de Lainez, near Madrid, where he was killed by flying over the village and crashing into a house. He made an attempt, but could only fly a few feet before the crowd, who were very angry, threw stones and bricks at him, and he was forced to land. He was then taken to the hospital, but died of his wounds.

Reforms and Progress in Korea.

A WONDERFUL AWAKENING.
(Special to the "Hongkong Telegraph.")

In the estimation of those who follow closely the march of events in Far Eastern countries, Korea is bound to figure largely in the game of international politics within the next few years. That her part will be a passive one goes without saying. The Empire and its Emperor will continue to be but pawns in the game. But at the same time, the settlement of the destinies of Korea must be fraught with very grave issues also for the countries contiguous to her borders—Japan, China, and Russia. It is only to be hoped that a peaceful understanding will be established amongst the nations most nearly concerned and that existing conflicting interests will be brought into union without delay.

Quite recently recurrent rumors have been published to the effect that the actual annexation of Korea by Japan is on the verge of fulfillment. Indeed the process of carrying out the annexation has already been outlined. The Korean Government, it is understood, will first of all adopt a resolution in favor of this step being taken. That finding will be communicated to the Emperor of Japan personally by the Korean Emperor and the necessary arrangements will then be hurried forward.

FACIT APPROVAL.
Of the course to be taken by Japan has been given by Great Britain and all the other Powers with the exception of Russia, which awaits the conclusion of the new Russo-Japanese Agreement.

In view of the impending important change that is about to befall the national life of the Korean people, it is worth while to glance at the various strides that have been made in the country in the direction of reform and progress since its administration was taken over four years ago. Under the supervision of a Resident General appointed by the Emperor of Japan, many Japanese were appointed counselors or advisors to the Korean Government or received important appointments in the Imperial service. Also, a national policy of reform and progress was laid down by the Sovereign.

This Imperial Rescript set forth that encouragement should be given to agriculture, commerce and industry; order strictly maintained and law-abiding citizens encouraged with a view to regeneration; internal administration improved and a new judicial system established; appointments to posts made on merit; and attention given to practical education rather than theoretical.

FORWARD POLICY.
In pursuance of this great reforms and improvements have been effected in all departments of the Government—administrative, financial, economic, educational and social—and the reports just issued, of H.I.J.M.'s Resident General at Seoul make interesting reading. Gross abuses of administration have been removed, education and sanitary science have been fostered and industries encouraged—all with the assistance of Japanese officials and liberal appropriations from the Japanese Treasury.

It says a great deal for the indomitable spirit of those at the head of Korean internal affairs that all the reforms and progress of the last four years have come to light in the face of violent opposition on the part of reactionaries.

INSURGENTS AND ROBBERIES.
While the chief motive of insurrection is undoubtedly to combat the new regime under the Japanese Protectorate, it is the fact that peace and order in the country have been disturbed more frequently by brigand bands than by real political insurgents.

In the interior, the people have been subjected since ancient times to the incursions of bands of armed robbers, especially in the season of rice harvest. Those gangs have sometimes the temerity even to invade and plunder district magistracies and post offices. In addition to the marauders above described, Korea also suffers from depredations at the hands of typical pirates infesting the sea coasts of a "forest robber" or highwaymen who attack travellers by land. Since the Japanese assumed the reins of control in Korea's affairs, insurrections have been frequent and sometimes bloody. In the first rising in 1906 the insurgents used

OLD FUSE CANNON
and rifles and captured the walled city of Hwangju. But as time went on these shillings of misdirected patriotism were gradually put under by an augmented police and gendarmerie and the addition of half a division to the Japanese Garrison Army. That the suppression of those risings was by no means easily accomplished may be gathered from the fact that from July, 1907, till the end of 1908 nearly 15,000 insurgents were killed, whilst some 370 of the regular forces were killed and wounded.

Owing to the constant menace to peace and good order created by the presence of those lawless irreconcilables, the dwellers in many Korean towns and villages are not permitted to form self-defence associations, and, under the control of provincial governors and district magistracies, are authorized to engage in census investigation, seizure of concealed arms, patrolling, reconnoitring and repelling of insurgents. That there was some call for this movement is made apparent when one learns that up till the end of 1908 no less than 2,000 such associations had been formed with a membership of over 500,000.

OPIMUM SMOKING.
In these days when the opium question bulks so largely in the public regard, both at home and in the Far East, it is interesting to note that the Japanese claim the credit for having originally effected the escape of Koreans from the evil habit of opium smoking. It was on the advice of Japan that the Korean Government issued a decree prohibiting the importation of opium to the Peninsula when Korea first entered into Treaty relations with Japan in 1876. This stipulation was also inserted in the Treaties concluded with Western Powers, after the Japanese example. When the Chinese occupied certain parts of Northern Korea during the war that broke out in 1894, many Koreans learned opium smoking from the Chinese soldiers. Koreans associating with Chinese opium-smokers in the Treaty Ports also acquired the habit.

Ten years ago certain doctors attached to foreign missions had introduced treatment by morphia in injection with a view to curing the habit of opium smoking. But the

NATIVE QUACK DOCTORS
learning to imitate this method soon by their indiscriminate use of it created a habit equally bad, and there are now numbers of sufferers from the use of morphia injections. Reckless Japanese peddlers are known to sell morphia secretly to Koreans. But strict measures were taken to check these evils with the result that in the course of twelve months absolute cessation of opium smoking was effected in 700 cases and of the morphia-injection habit in 1,000 cases; whilst gradual cessation was effected in 90 and 1,340 cases respectively.

THE HOLLYWOOD ROAD CASE.

GRAPHIC DESCRIPTION OF ALLEGED ASSAULT BY GENTLEMAN WHO WAS IN THE HOUSE.

The case in which Miss Della Hurd, of No. 40, Hollywood Road, summoned S. M. E. Allan; and D. R. Captain for alleged assault on the 6th May last developed an interesting phase in the Police Court this morning, when John Robertson, of 8, Beaconsfield Arcade, described as a commission agent, summoned the defendants for alleged assault at No. 40, Hollywood Road on the same date. Mr. W. E. L. Sheaton prosecuted and Messrs. F. P. Hett and M. R. Harris appeared for Allan and Captain, respectively.

Of the fresh charge being mentioned by Mr. Sheaton, Mr. Hett said he could not understand his friend's action at all. Mr. Sheaton had distinctly said that he would not call any evidence except the cook and his wife, and now he went and preferred a fresh charge.

His Worship held that the prosecution was entitled to bring the summons.

Mr. Harris said that was one way how the Crown conducted a case.

His Worship: It's not a Crown prosecution, Mr. Harris.

Mr. Harris: Every prosecution is a Crown prosecution.

Proceeding, Mr. Harris stated that the two previous witnesses had been put in the box and cross-examined. The prosecution now wished to take advantage of a point on which the two witnesses agreed and took out a summons on that point. That fact was evident from Mr. Sheaton's request to his Worship to take the two cases together.

Mr. Sheaton: I did not.

Mr. Harris: Excuse me, I heard you suggest to his Worship that the two cases should be taken together.

Mr. Sheaton: Have you any more remarks to make?

Mr. Hett: It is evidently a coincidence that the two cases should have been fixed for the same day.

John Robertson stated that, on the 6th May last, he dined with Misses Hurd and Silver Between 8 and 9.30 o'clock, he heard the front-door bell ring and Miss Silver went to answer the call. Miss Hurd remained in the dining-room. He heard sounds of angry voices in the passage, which he recognized as that of Captain. The latter used the most filthy and threatening language. After about five minutes, Miss Silver re-joined Miss Hurd and witness in the dining-room. Captain continued using filthy language—he could not call it by any other name and always making towards the back-door. At about this time, Miss Silver returned to her own house, No. 51, which was connected with No. 49 by an ordinary folding-door. At first, Captain confined himself exclusively to Miss Hurd, but later on he began to abuse witness also. Witness simply got up from his chair with his hands in his pockets and walked towards the door with the intention of ordering him out of the house and to tell him if he did not do so he would summon the Police and have him ejected. As he left the dining-room, he saw Allan with a big heavy stick raised above his head in both hands which he brought down on witness' head and momentarily stunned him, and caused him to fall towards the front-door. He went to the front door with the intention of calling the Police, if he possibly could. The two defendants followed him and simply rained blows on him. Miss Hurd started screaming and shouting for help. All that time defendant tried to parry the blows as well as he could with his arm. To stop Miss Hurd's screaming, Allan started to strike her also. He rained several blows on Miss Hurd. Witness put up his arm to parry the blows but Allan put down his arm and succeeded in hitting Miss Hurd on the head. After several attempts, Captain succeeded in hitting Miss Hurd on the arm with his cane. After having done sufficient damage to Miss Hurd, the defendants again turned on him. Miss Hurd still kept up her screaming and at last the men got frightened and left the house through the back door. He sent for Dr. Marriot, who attended to both himself and Miss Hurd.

In answer to Mr. Sheaton, witness stated that Allan was carrying a very heavy walking stick.

Mr. Harris: What is your name?

Witness: John Robertson. I assumed it on being dismissed from the Police Force. I would like to explain why I was dismissed from the Force.

His Worship: We are only concerned with the facts of this case. We don't require any explanation.

Mr. Harris: What's your full name? John Van Agnew Bruce Robertson.

Late of Texas?—Yes.

You were in the Army at one time?—Yes.

At this point, Mr. Harris stated it was very important that they should try and shake the credibility of the witness. He had given his evidence very nicely and straightforwardly and his story strangely coincided in every respect with those of the two previous witnesses.

(To witness)—You were living with Miss Hurd as husband and wife?—No, I intended to and I am doing so now.

You used to dine with her?—Quite often.

You constituted yourself protector to Miss Hurd?—At her own request. To a certain extent, yes.

Then why didn't you go to her rescue in the first instance when Captain began to use abusive language towards her?—For the simple reason that she asked me not to do so, as she said she thought she could get rid of him peacefully.

Did he call you a pimp?—I think he did.

What was the filthy language used?—Am I obliged to say it? Your Worship will find the nature of the language used by the letters which Mr. Sheaton has sent you.

Mr. Harris did not press. He said:—No, I did not.

Was Allan blind, with his right or left hand?—I was too busy trying to defend Miss Hurd to notice which hand he used.

COMMERCIAL.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

June 7th, 1908.

Allegre 8/6

Anglo-Java 7/15 16

Anglo-Malaya 25/9

Balgownie 3/1

Batu Tiga 8/6

Berkam 8/6

Bukit Kajang 22/6 prem.

Caray United 105/

Changkat Serdang 5/8

Cheras 15/6

Damansara 30/ prem.

Eastern International 33/

Fed. Selangora 33/

Glenaly 120/

Gilchrist 125/

Golden Hope 125/

Highlands and Lowlands 55/

Indragiri 300/

Johore 7/6

Kamuning 7/6

Kuala Lumpur 180/

Landron (fully paid) 14/

Landron (ppd.) 14/

Ledbury 57/9

Linggi 7/6

London Asiatic 58/

London Ventures 50/ prem.

Marlboro 58/

Pajama 50/

Pegoh 50/

Rubber Trusts 50/

Sagat 53/

Sandycroft 53/

Sapong 53/

Seaford 53/

Sekong 53/

Shelford 53/

Singapore & Johore 53/

Sumatra Pans 53/

Sungel Choh 53/

Sungel Kapar 53/

Tandjong 53/

Tangkab 53/

Toerap 53/

Ulu Ratu 53/

United Serdang 53/

United Singapore 53/

United Sumatra 53/

United Langkat 53/

Para Rubber 9/2 per lb.

MAY RUBBER RETURNS.

Agents Guthrie & Co.

LARJ—17,115 lbs. against 15,603 lbs; Five months 73,312 lbs. against 72,251 lbs.

CHANGKAT SALAK—921 lbs. Total March, April, May 1,441 lbs.

UNION SINGAPORE—April 1,420 lbs.

Agents Gurn & Co.

PAJAMA, LTJ—2,400 lb. dry.

BUKIT LINTANG—3,320 lb. dry; 11 tons to May 31, 2,435 lb. against 403 lb and 1,650 lb.

Agents Guthrie & Co.

BANTENG (Jelapang)—1,716 lbs. Against 479 lb.

LINDO—62,500 lbs; against 43,000 lbs

Total five months 302,000 lbs; against 150,500.

CALEDONIA 17,687 lbs.

TALI AVER 12,300 lbs.

STRAITS RUBBER CO. 2,985 lbs.

RUBANA 10,000 lbs.

THE MARSHALLESE IN CHINA.

The National hymn of Republican France according to our French contemporary, *Le Journal des Debats*, has penetrated into the Chinese Empire.

In the vicinage of Mukden there is being distributed a book of songs, entitled "Fresh Songs," from the pen of the Chinese poet, Wang Weng. In these poems the author calls the people to arms against the reigning Manchu dynasty, as being the cause of all the recent defeats of China, and who do not protect the Chinese in America and Africa.

The Chinese poet holds up as a shining example the patriotism of Washington, and of the Japanese, whilst he ridicules the rivalry of the Powers in Manchuria. In an "Ode to Greece," he idolises Lord Byron; another poem is dedicated to the "dead nations," the Poles, Indians, Annamites, and Egyptians. At the end of the volume is a Chinese "Marseillaise," which is intended to serve as a national anthem of a new China.

Another Chinese poet, Li-Fa, has published a volume of "Selected Chinese Songs" in Nanking, in which he warmly advocates conscription and the formation of a strong Chinese army; while a collection of "Songs of New China," in great demand in Shanghai, also appeals to the national enthusiasm for a powerful army.

ILLICIT CHANOU.

ANOTHER LARGE SEIZURE.

The Singapore Free Press of 31st ult. says:—Yesterday afternoon the preventive staff paid a surprise visit to the *Glanfalloch* which arrived here last week but was in quarantine for some days. After searching through the ship they made an important find in one of the air-chutes in the fore-cabin on the main deck. They found hidden away there forty tins of opium, 4,500 bottles of cocaine, ten tins of chander and a pound and a half of morphia, the total value being estimated at \$5,000.

The *Woo Hin* steamer has of late been apparently favoured vehicles for smugglers, as it was in a *Woo Hin* boat recently that the large haul was made here and in Fuzhou.

The ship sailed Singapore, where the return cargo will be taken.

COMMERCIAL.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

June 7th, 1908.

Allegre 8/6

Anglo-Java 7/15 16

Anglo-Malaya 25/9

Balgownie 3/1

Batu Tiga 8/6

Berkam 8/6

Bukit Kajang 22/6 prem.

Caray United 105/

Changkat Serdang 5/8

Cheras 15/6

Damansara 30/ prem.

Eastern International 33/

Fed. Selangora 33/

Glenaly 120/

Gilchrist 125/

Golden Hope 125/

Highlands and Lowlands 55/

Indragiri 300/

Johore 7/6

Kamuning 7/6

Kuala Lumpur 180/

Landron (fully paid) 14/

Landron (ppd.) 14/

Ledbury 57/9

Linggi 7/6

London Asiatic 58/

London Ventures 50/ prem.

Marlboro 58/

Pajama 50/

Pegoh 50/

Rubber Trusts 50/

Sagat 53/

Sandycroft 53/

Sapong 53/

Seaford 53/

Sekong 53/

Shelford 53/

Singapore & Johore 53/

Sumatra Pans 53/

Sungel Choh 53/

Sungel Kapar 53/

Tandjong 53/

Tangkab 53/

Toerap 53/

Ulu Ratu 53/

United Serdang 53/

United Singapore 53/

United Sumatra 53/

United Langkat 53/

Para Rubber 9/2 per lb.

MAY RUBBER RETURNS.

Agents Guthrie & Co.

LARJ—17,115 lbs. against 15,603 lbs; Five months 73,312 lbs. against 72,251 lbs.

CHANGKAT SALAK—921 lbs. Total March, April, May 1,441 lbs.

UNION SINGAPORE—April 1,420 lbs.

Agents Gurn & Co.

PAJAMA, LTJ—2,400 lb. dry.

BUKIT LINTANG—3,320 lb. dry; 11 tons to May 31, 2,435 lb. against 403 lb and 1,650 lb.

Agents Guthrie & Co.

BANTENG (Jelapang)—1,716 lbs. Against 479 lb.

LINDO—62,500 lbs; against 43,000 lbs

Total five months 302,000 lbs; against 150,500.

CALEDONIA 17,687 lbs.

TALI AVER 12,300 lbs.

STRAITS RUBBER CO. 2,985 lbs.

RUBANA 10,000 lbs.

THE MARSHALLESE IN CHINA.

The National hymn of Republican France according to our French contemporary, *Le Journal des Debats*, has penetrated into the Chinese Empire.

In the vicinage of Mukden there is being distributed a book of songs, entitled "Fresh Songs," from the pen of the Chinese poet, Wang Weng. In these poems the author calls the people to arms against the reigning Manchu dynasty, as being the cause of all the recent defeats of China, and who do not protect the Chinese in America and Africa.

The Chinese poet holds up as a shining example the patriotism of Washington, and of the Japanese, whilst he ridicules the rivalry of the Powers in Manchuria. In an "Ode to Greece," he idolises Lord Byron; another poem is dedicated to the "dead nations," the Poles, Indians, Annamites, and Egyptians. At the end of the volume is a Chinese "Marseillaise," which is intended to serve as a national anthem of a new China.

Another Chinese poet, Li-Fa, has published a volume of "Selected Chinese Songs" in Nanking, in which he warmly advocates conscription and the formation of a strong Chinese army; while a collection of "Songs of New China," in great demand in Shanghai, also appeals to the national enthusiasm for a powerful army.

ILLICIT CHANOU.

ANOTHER LARGE SEIZURE.

The Singapore Free Press of 31st ult. says:—Yesterday afternoon

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS TO YOKOHAMA TO VANCOUVER 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, JUNE 25TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"EMPRESS OF IRELAND" FRIDAY, SEPT. 13RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, via China, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. BRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For Steamship On

For	Steamship	On
SHANGHAI, KOBE & MOJI	"FOOKSANG"	FRIDAY, 10th June, Noon.
TIENSIN via WEIHAIWEI	"CHEONGSHING"	FRIDAY, 10th June, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 10th June, 4 P.M.
SHANGHAI	"CHOYSAUNG"	SATURDAY, 11th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	SATURDAY, 11th June, Noon.
SANDAKAN	"KAUSANG"	SUNDAY, 12th June, Daylight.
SHANGHAI	"HUANGSANG"	THURSDAY, 16th June, 4 P.M.
MANILA	"TUENSANG"	FRIDAY, 17th June, 4 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers "Kwansang," "Namang" and "Fookwang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Dato, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,

Telephone No. 215. Hongkong, 8th June 1910. General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail

For	Steamers	To Sail
SAIGON	"KWANGSE"	9th June Daylight.
SHANGHAI	"OHENAN"	9th June 4 P.M.
SHANGHAI	"LINAN"	12th June Daylight.
MANILA	"TAMING"	14th June 3 P.M.
CHONGKING & TIENSIN	"KUEIHOW"	14th June 4 P.M.
SHANGHAI	"SZOHUEN"	16th June 4 P.M.
OSBO & ILOILO	"KAIKONG"	18th June 3 P.M.
SHANGHAI	"CHINHUA"	19th June Daylight.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	25th June 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA-TWIN-SOREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SOREW STEAMERS (Anhui, Cheonan, Linan, Chihwa), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo to through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves every Saturday at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Telephone No. 15. Hongkong, 7th June, 1910. Agents.

HONGKONG—MANILA

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
KUMON	2500	G. Fraser	MANILA	SATURDAY, 11th June, at Noon.
ZAFIRO	2500	R. Rodger	MANILA	SATURDAY, 18th June, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO.,

General Managers. Hongkong, 4th June, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE OHIO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE OHIO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 15th June, at Noon.
TACOMA v. KEELUNG, MOJI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	—	WEDNESDAY, 29th June, at Noon.

The Co's newly built steamers have fast speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSIU v. SWATOW & AMOY	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 5th June, at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 8th June, at 10 A.M.
TAMSIU v. SWATOW & AMOY	"DAIJIN MARU" Capt. Y. Kobunshi	SUNDAY, 12th June, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOCHOW	"CHOSHUN MARU" Capt. T. Suroga	THURSDAY, 9th June, at 8 A.M.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1 Queen's Buildings.

Hongkong, 8th June, 1910. T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP	"KAMO MARU" Capt. F. L. Somner, Tons 9000	WEDNESDAY, 2nd June, at Daylight.
SINGAPORE, PENANG, COLOMBO AND PORT SAID	"AKI MARU" Capt. K. Hamma, Tons 7000	WEDNESDAY, 6th July, at Daylight.
VICTORIA, B.C., & SEATTLE	"KAMAKURA MARU" Capt. J. Nagao, Tons 7000	SATURDAY, 18th June, from KOBE.
VICTORIA, B.C., & SEATTLE	"AWA MARU" Capt. S. Ishikawa, Tons 7000	TUESDAY, 21st June, at 4 P.M.
KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	"INABA MARU" Capt. K. Kewara, Tons 7000	TUESDAY, 19th July, at 4 P.M.
SYDNEY AND MELBOURNE	"KUMANO MARU" Capt. M. Winckler, Tons 6000	FRIDAY, 10th June, at Noon.
VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"YAWATA MARU" Capt. T. Sekino, Tons 5000	FRIDAY, 8th July, at Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	"COLOMBE MARU" Capt. E. Combes, Tons 5000	TUESDAY, 14th June.
NAGASAKI, KOBE and YOKOHAMA	"YAWATA MARU" Capt. T. Sekino, Tons 5000	WEDNESDAY, 8th June, at Noon.
KOBE and YOKOHAMA	"MISHIMA MARU" Capt. A. E. Moses, Tons 9000	THURSDAY, 9th June, 5 P.M.
SHANGHAI, MOJI & KOBE	"HAKATA MARU" Capt. A. Mosker, Tons 7000	WEDNESDAY, 8th June, P.M.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

1st Class.....\$120 \$110 \$100 \$90.

2nd ".....\$ 80 \$ 70 \$ 60 \$ 50.

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Upper Road.

T. KURUMOTO.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA AND SOUTH AFRICAN PORTS.)

THE Steamship

"ASIAE."

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 11th June, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Persia, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. Oceana, due in London on 10th July, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWITT,

Superintendent Hongkong, 30th May, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING."

Captain A. E. Gentry, will be despatched for the above ports TO-MORROW, the 8th inst., at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED,

Agents. Hongkong, 7th June, 1910.

410

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on MONDAY, the 7th inst., at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Agents. Hongkong, 6th June, 1910.

416

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR VICTORIA, VANCOUVER, B.C., TACOMA AND SEATTLE VIA

SHANGHAI, MOJI, KOBE & YOKOHAMA.

Steamer Tons Captain On or about

Ocean.....4,657 F. W. Davies 11th June

Swaine.....6,252 F. S. Cowley 18th June

Kumori.....6,252 J. Mahie 5th July

Aymori.....4,393 J. Boyd 26th July

* This steamer will NOT call at Shanghai.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED,

General Agents. Queen's Building, Hongkong, 6th June, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"AFRICAN PRINCE."

will be despatched for the above Ports on TUESDAY, the 14th June, 1910.

For Freight or Passage, apply to ARNOLD, KERRING & CO.,

General Agents. Hongkong, 4th June, 1910.

417

Shipping—Steamer.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"BRECONSHIRE."

Captain Tomlinson, will be despatched as above about 20th June.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

Agents. Hongkong, 31st May, 1910.

410

"INVER" LINE OF STEAMERS, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INVERLOCHY."

Captain Alexander, will be despatched as above on 25th June.

For Freight apply to JARDINE, MATHESON & CO., LTD.,

Agents. Hongkong, 6th June, 1910.

417

Intimations.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produce for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910.

417

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO., Agents.

Hongkong, 13th December, 1909.

410

A TOO STABLE.

LEIGHTON HILL ROAD.

(next to

SHARE QUOTATIONS

Supplied by Messrs. R. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND	APPROPRIATE DIVIDEND	QUOTATIONS
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	£1,500,000 \$15,000,000	\$2,028,988	£2.5/- for half year ending 31.12.09 @ ex 1/10 = \$15.11	4 1/2 % \$915 sellers
National Bank of China, Limited	99,925	7	£0	£4,000 \$40,000	\$30,558	\$2 (London 1/8) for 1909	7 1/2 % \$70 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	£1,500,000 \$15,000,000	none	\$10 for 1908	6 1/2 % 177 1/2
North China Insurance Company, Limited	10,000	£15	£5	Tls. 225,000 Tls. 112,500	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 1/2 % Tls. 110
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	£1,500,000 \$15,000,000	\$287,084	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6 1/2 % \$85 sellers
Yangtze Insurance Association, Limited	12,400	\$100	\$60	£1,000,000 \$10,000,000	\$77,857	\$12 and bonus \$3 for 1907	7 1/2 % \$205
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	£1,000,000 \$10,000,000	\$438,406	\$6 and bonus \$2 for 1908	7 1/2 % \$115 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	£1,500,000 \$15,000,000	\$426,218	\$27 for 1908	8 1/2 % \$347 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	£7,745 \$77,450	Dr. \$5,777	\$2 1/2 for 1908	5 1/2 % \$74 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	£100,000 \$1,000,000	none	\$2 1/2 for year ending 30.6.1908	5 1/2 % \$55 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	£250,000 \$2,500,000	\$20,766	Final of \$2 1/2 for account 1910	8 1/2 % \$194 s. and s.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£10,000 \$100,000	£43,755	6/- for 1907 on Preference shares only @ ex 1/10 = \$3.154	5 1/2 % \$68 sales
Do. Do. (Deferred)	60,000	£5	£5	£10,000 \$100,000	£43,755	3rd in. of 2 1/2 per sh. (comp. No. 12) making in all 4/- for 1908 & interest of 1/- for ac. 09	5 1/2 % 93/-
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£1,000,000 \$10,000,000	£193,994	A dividend of 7 1/2 % for yr. ending 30.4.1910	4 1/2 % \$744
"Star" Ferry Company, Limited	10,000	\$10	\$5	£50,000 \$500,000	\$1,159	A bonus of 1 1/2 %	4 1/2 % \$14 sellers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	£50,000 \$500,000	Dr. \$8,090	\$10 per share for 1909	5 1/2 % \$170 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	£100,000 \$1,000,000	Dr. \$135,891	\$5 for 1907	5 1/2 % \$26 sellers
Philippine Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 500,000	Tls. 6,000	Tls. 10 for year ending 31.8.09	5 1/2 % Tls. 950 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£215,000 \$2,150,000	£1,435	Final of 1/6 making 3/- for 1909	9 1/2 % Tls. 171
Headwaters Mining Company	50,000	Pa. 10	Pa. 10	£100,000 \$1,000,000	none	First year	5 1/2 % \$71
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£100,000 \$1,000,000	£4,771	\$1 per share 19th dividend	5 1/2 % \$71
Oriental Consolidated Mining Co., Ltd.	50,000	G \$10	G \$10	£100,000 \$1,000,000	none	Final of Gold \$0.65 for 1909 in all G \$1.15	5 1/2 % 35/-
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	£45,000 \$450,000	Dr. \$8,460	\$1.75 for year ending 31.12.08	5 1/2 % \$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	£550,000 \$5,500,000	\$264,847	\$2 1/2 for 1909	4 1/2 % \$58 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	£250,000 \$2,500,000	\$12,765	Interim of \$1 1/2 for account 1909	5 1/2 % \$58 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 5,570,000 Tls. 557,000	Tls. 6,361	Interim of Tls. 2 1/2 for 1910	6 1/2 % Tls. 78
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 3,600,000 Tls. 360,000	Tls. 9,222	Final of Tls. 4 for 1909	7 1/2 % Tls. 122
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 250,000	Tls. 4,374	Tls. 6 for year ending 30.6.09	5 1/2 % Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	£751,845 \$7,518,450	\$4,681	\$1.20 on old and 60 cents on first new issue. \$1.60 on old shares and 1.30 on new shares for half year ending 31.12.09	5 1/2 % \$107 1/2
Hongkong Hotel Company, Limited	125,000	\$10	\$10	£1,250,000 \$12,500,000	\$1,277	Interim of 3/- for account 1909	6 1/2 % \$83 1/2
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	£500,000 \$5,000,000	\$17,000	45 cents for 1909	6 1/2 % \$83
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	£1,500,000 \$15,000,000	\$5,171	\$2 1/2 for 1909	8 1/2 % \$514 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	£300,000 \$3,000,000	none	Final of 6% bonds Tls. 1 for 1909	6 1/2 % Tls. 110
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 390,000	Tls. 63,069	Final of 3 1/2 for account 1909	8 1/2 % \$40 sellers
West Point Building Company, Limited	12,500	\$50	\$50	£625,000 \$6,250,000	11,058		
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 100,000	Tls. 10,000	Tls. 11 for year ending 31.12.09	8 1/2 % Tls. 1304 sellers
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	£1,250,000 \$12,500,000	\$5,551	50 cents for year ending 31.7.08	8 1/2 % \$64 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 75,000	Tls. 8,379	Tls. 7 1/2 for year ending 30.6.09	12 1/2 % Tls. 62
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 80,000	Tls. 4,820	Tls. 6 for 1909	7 1/2 % Tls. 74
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 Tls. 20,000	Tls. 31,778	Tls. 25 for 1909	10 1/2 % Tls. 250
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	£1,500 \$15,000	£548	15 1/2 per share for 1908	6 1/2 % \$10 buyers
China-Rome Company, Limited	60,000	\$12	\$12	£720,000 \$7,200,000	none	60 cents for 1909	6 1/2 % \$104 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	£500,000 \$5,000,000	\$61,138	10 cents for year ended 31.12.08	5 1/2 % \$18 sellers
China-Rome special shares	50,000	\$1	\$1	£500,000 \$5,000,000	2,602	10 cents for 1909	9 1/2 % \$84 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	£1,250,000 \$12,500,000	\$1,400	\$1.20 for year ending 31.7.09	6 1/2 % \$19 1/2
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	£300,000 \$3,000,000	\$1,240	Final of 40 cents making in all 75 cents per share for 1909	10 1/2 % \$71 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	£4,000,000 \$40,000,000	\$4,390	80 cents for year ending 31.12.08	6 1/2 % \$12
H. Price & Company, Limited	12,000	\$10	\$10	£120,000 \$1,200,000	\$670	A dividend of \$1.20 per share and a bonus of 10 cents	6 1/2 % \$20 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	£600,000 \$6,000,000	\$7,626	Final of \$8 for 1909	6 1/2 % \$160 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	£125,000 \$1,250,000	\$9,170	Final of \$1 making in all \$2 for 1910	9 1/2 % \$244 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	£600,000 \$6,000,000	Tls. 316,582	4th interim of Tls. 12 1/2 for 1909	5 1/2 % Tls. 1,400
Maatschappij tot Exploitatie van Landbouwen & plantaties in Langkat, Limited	25,000	Gs. 750	Gs. 100	Tls. 187,500 Tls. 18,750	Tls. 316,582	80 cents on fully-paid shares and 8 cents on \$1 paid shares for year ending 30.10.09	5 1/2 % \$144
Park Tramways Company, Limited	25,000	\$10	\$10	£250,000 \$2,500,000	\$3,014	None	5 1/2 % \$14 buyers
Park Tramways Company (new)	50,000	\$10	\$10	£500,000 \$5,000,000	Pa. 16,410	Final of 30 cents for 1908	5 1/2 % \$10 buyers
Philippine Company, Limited	75,000	\$10	\$10	£750,000 \$7,500,000	none	Final of 30 cts. making 80 cts. for the year ended 30th June, 1909	
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 60,000	Tls. 5,450	Final Tls. 5 making Tls. 8 for 1908	2 1/2 % Tls. 240 sellers
South China Morning Post, Limited	6,000	\$25	\$25	£150,000 \$1,500,000	Dr. \$31,006	None	8 1/2 % \$25 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	£500,000 \$5,000,000	none	40 cents for year ending 31.5.09	8 1/2 % \$5.10
Union Waterboat Company, Limited	50,000	\$10	\$10	£500,000 \$5,000,000	\$11,056	60 cents for year ending 31.12.09	8 1/2 % \$8 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	£100,000 \$1,000,000	\$240	60 cents per old share for year ending 31.5.09	5 1/2 % \$124 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	£900,000 \$9,000,000	\$2,013	Final of 30 cts. making 80 cts. for the year ended 30th June, 1909	6 1/2 % \$6 buyers
William Powell, Limited	15,000	\$7	\$7	£105,000 \$1,050,000	\$781	First year	5 1/2 % \$55 sellers
Société des Papiers et Papeteries de Tonkin	15,000	Benefit shares	Benefit shares	none	none	None	5 1/2 % \$300

Intimations

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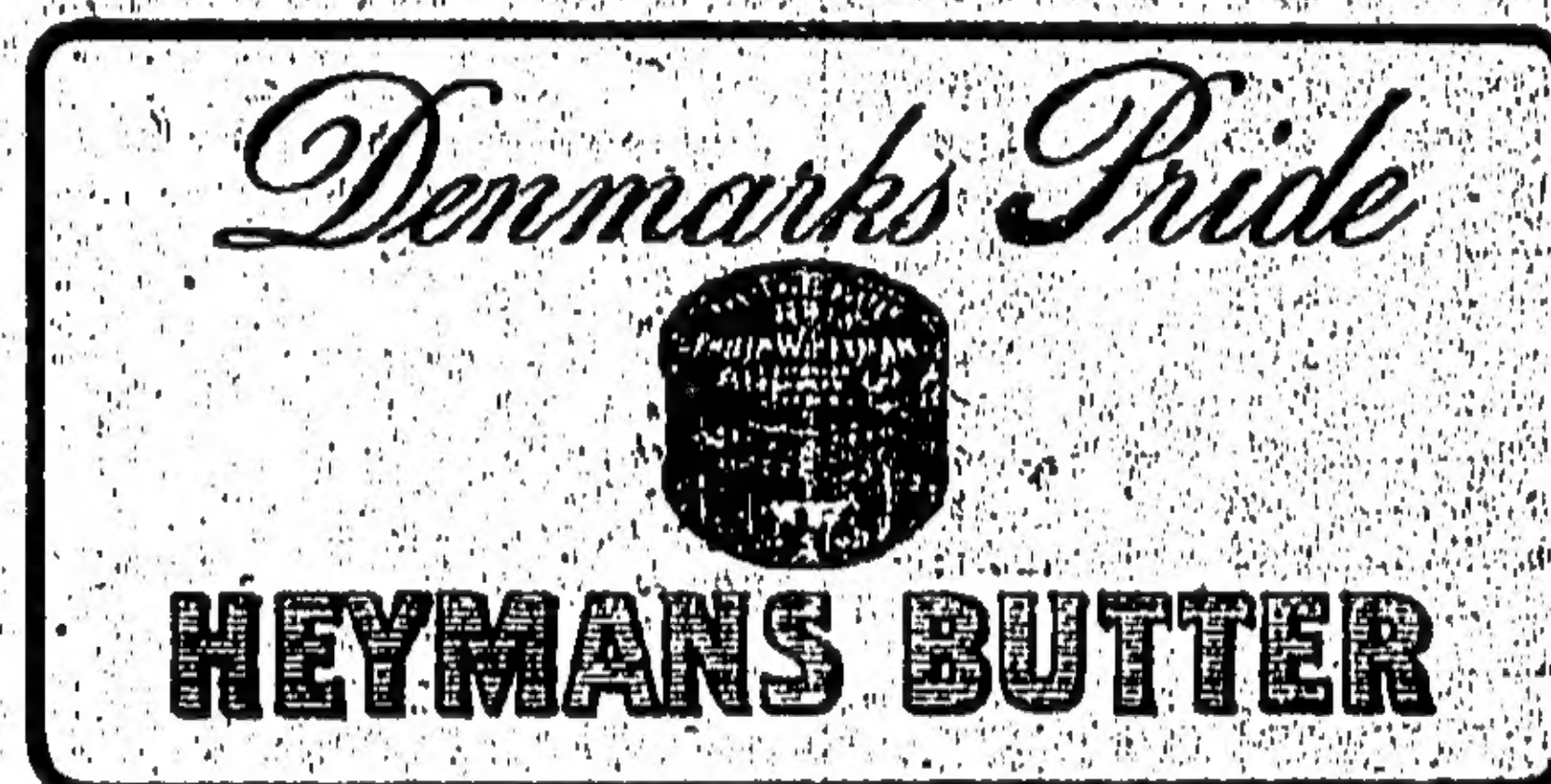
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